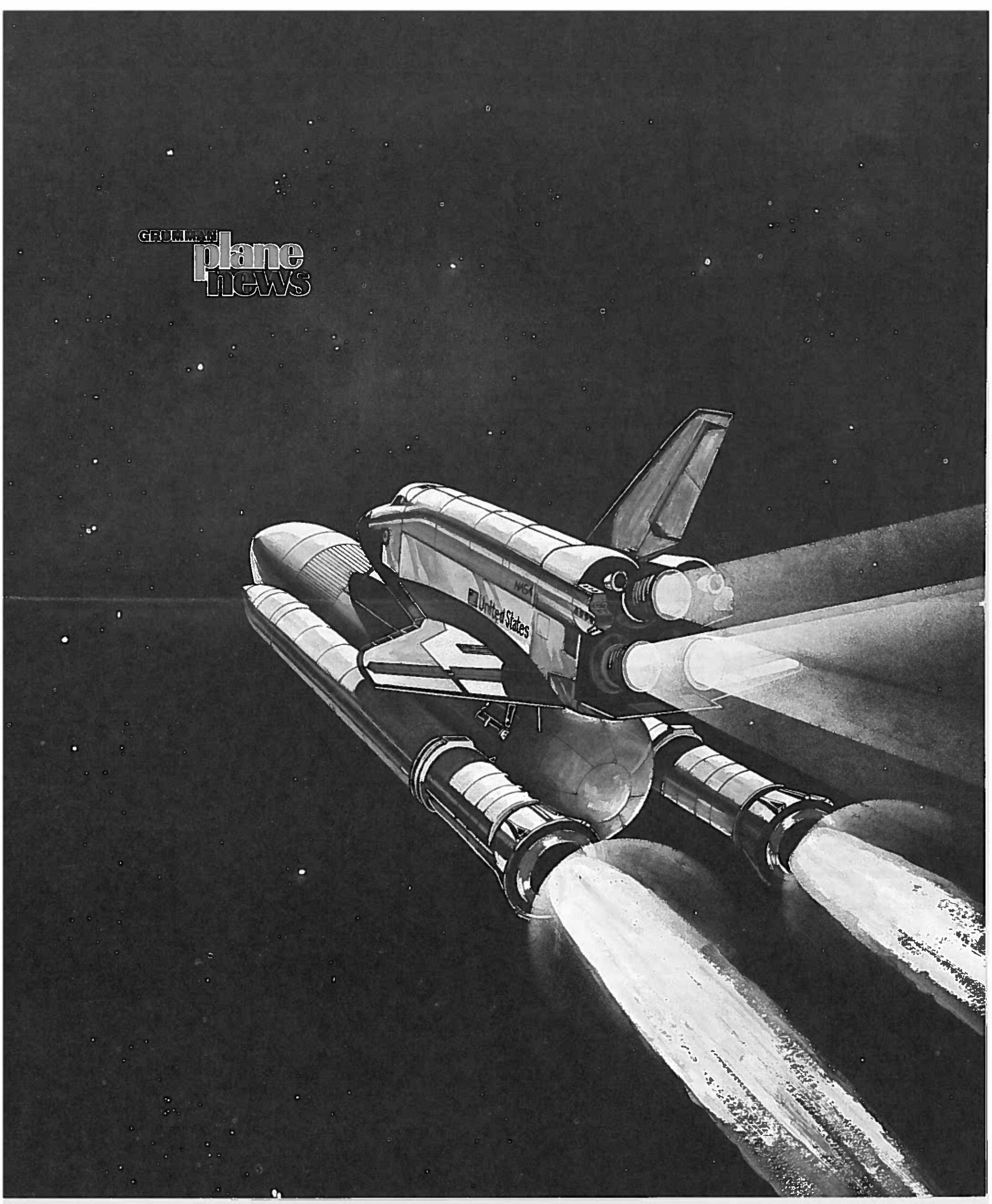
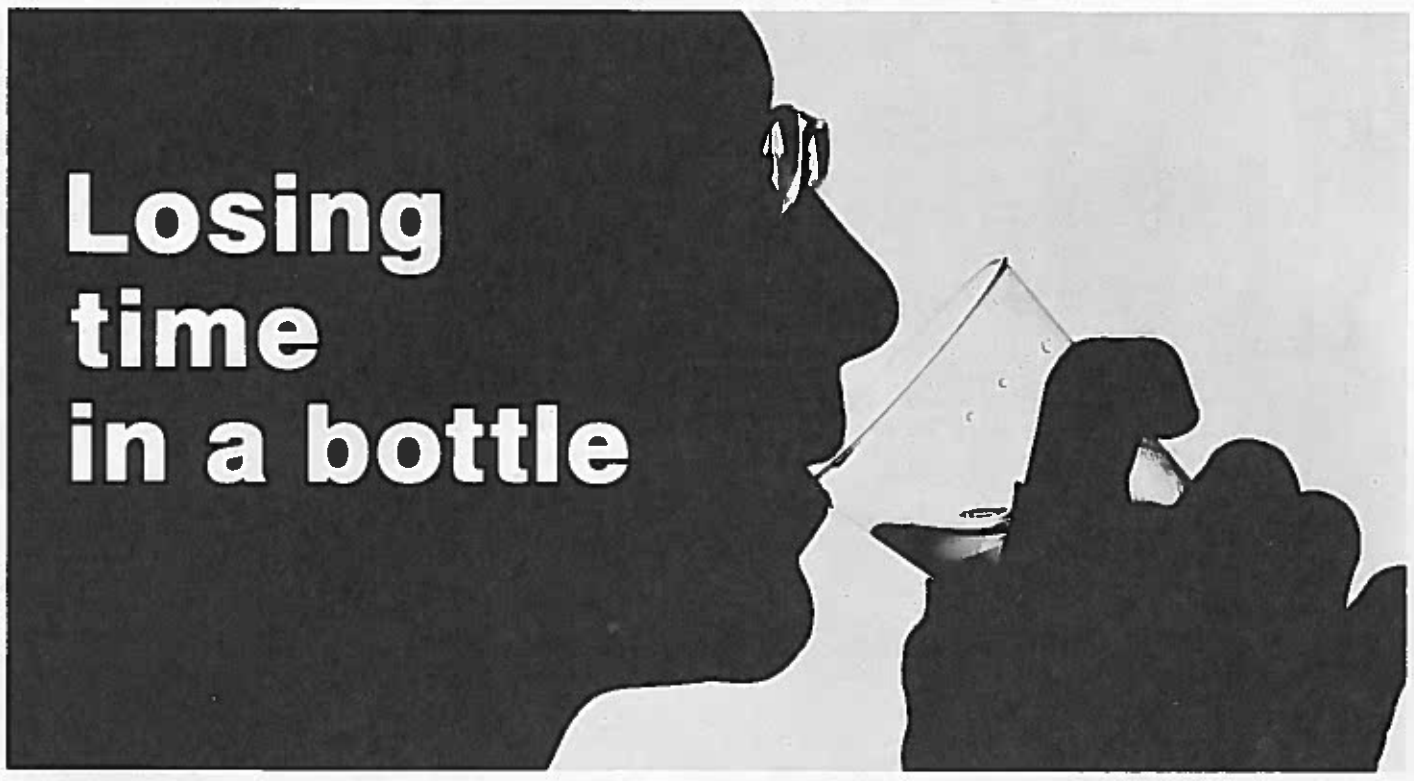
GRUMMAN plane news



Losing time in a bottle



"He denied it. He made excuses about his personal problems; he said he had trouble with his kids.

"He didn't have any kids."

No alcohol or drug abusers want to confront their illness. They'll go to great lengths to hide it. But, if a supervisor does his or her job right, the workplace is often the best place to begin curing the illness, according to Personnel's Tom Conley.

Conley, who works with many of the alcoholics in Grumman's alcoholism program, announces that Grumman has hired the Long Island Council on Alcoholism, Inc., as a consultant to the company's program. The deputy director of this non-profit organization is Peter Sweisgood. He will be giving a series of seminars for all new supervisors and, as long as seats are available, for anyone else interested in attending. The series will be similar to the one he gave here several years ago.

Some estimates peg the number of alcoholics at seven percent of the adult American population. Based on a population of 20,000 people in Grumman Aerospace, there would be, statistically speaking, 1,400 who suffer from the disease.

Booze, pot, pills

What worries Conley, Sweisgood and others involved in the rehabilitation of alcoholics is the new form alcoholism is taking.

The new form of alcoholism is called multiple drug abuse. Alcohol with pills, with pot and other illegal drugs, make for a dangerous mixture.

"This mixture of drugs and alcohol has much more effect on the body than the users might realize," says Sweisgood. The mixture multiplies the rate at which a user becomes an alcoholic. The users are mostly young.

"Years ago, young alcoholics were rare," Sweisgood says. "Today, the young generation is starting with pot and booze and, often, pills.

"What once took 20 years with alcohol alone, today, with drugs, can happen in two."

Alcoholics can hide their addiction for a long time. But it eventually shows up. They start doing their work poorly. They get to work late. They miss many days, especially unexplained Fridays and Mondays, according to one supervisor.

That may seem ironic. "The job is the source of the alcoholic's money to support the addiction," Sweisgood says. "It is also the source of whatever self-respect the alcoholic may have."

But, out of concern and kindness, friends, especially co-workers and supervisors, still make the same old errors.

Best intentions

Naturally, they all feel sorry for the alcoholic. Well-meaning friends try to cover up the mistakes, rationalize away the latenesses, the absences. This applies directly to supervisors. Their responsibility for the work and their closeness to the drinker put them in a bind. Knowing the reasons that might have caused a person to develop the addiction, one foreman points out, makes it difficult to act.

According to Conley and Sweisgood, that is an easy trap to fall into.

"We're not asking supervisors to become diagnosticians. Supervisors can't solve the problem," Conley says. "Only trained medical professionals and rehabilitated alcoholics really know how to do that.

"We ask that supervisors monitor performance. We ask them to do their jobs.

"Confront an individual. Not with accusations of alcoholism, but with her or his poor work record," says Conley. "This gives the person a chance to do something about job performance."

It may seem like a cold, technical way to deal with a serious human problem. Conley and Sweisgood will say it's not.

"The alcoholic must first realize the seriousness of the situation," says Sweisgood. "Then and only then will the alcoholic take the first step to rehabilitation: admitting the problem."

Here, Conley brings help and understanding to the alcoholic.

Conley will get the person to a detoxification center, such as those at Brunswick and South Oaks hospitals. He will also get rehabilitated alcoholics to help.

The members of CARE, for example. The people who belong to the Committee for Alcoholism Rehabilitation and Education are all Grummanites, all rehabilitated alcoholics. "They are the originators of Grumman's alcoholism program," says Conley. "They work quietly, arranging for help inside and outside the company."

Together with Conley, they can arrange for help from groups such as Alcoholics Anonymous, Al-Anon, and others.

"It's all aimed at helping the individual."

Conley estimates that the recovery rate for people entering the program is about 70 percent.

Grummanites who have problems caused by drugs, alcohol or both and want help, should call Tom Conley, Ext. 3521. "We have seen hundreds of people," he says. "We stress absolute confidentiality."

Tough job

You like the guy. You've been his supervisor for a long time. What's it like to tell him that he's looking to get fired because his work is bad? He's been missing too many days. You know he's got a drinking problem. You also know he's going to deny it.

"The first time I had a meeting about this with someone, I hated the idea of approaching the man," says one supervisor. "I was afraid I was wrong; I was afraid I'd wreck his career at Grumman.

"I was more frightened than the guy I had to talk to!

"Before the first series of seminars on alcoholism was given at Grumman some five years ago, I didn't know anything about alcoholism," he adds. "I was never really aware of what alcoholism does to the body, the emotions.

"People are compassionate; they'll let someone get away with it for a while."

But, he adds, sooner or later a supervisor has to act. Others in the department may resent taking up the slack. "If the problem is not dealt with, they wonder."

How does he try to help the person with the disease?

"I tell him that his absences or performance put his job in jeopardy." By emphasizing job performance, this supervisor learned in the seminars, he doesn't question the person's problems. "It's not my place to do that."

Someone who's been drinking or using drugs can easily be hurt working around machinery. He can injure others. Expensive parts can be ruined.

One foreman recommends the seminars to all supervisors. "Go to these seminars. You find out you're doing more harm than good to an alcoholic by covering for him."

Find out more

Seminars on how to help those with alcohol and drug problems will be held on April 21, 22, 28, 29 and May 6.

They are geared towards supervisors, but anyone else may attend, as long as seats are available. All seminars will be held in Plant 28, auditorium 2, starting at 5 p.m. Call Tom Conley, Ext. 3521, for more information.

Visit of distinction. *General Robert Marsh (L), the commander of the Air Force Systems Command, recently toured the EF-111 production line with Tom Merritt, general manager of Calverton Operations. During General Marsh's March 20 visit to Grumman, he was briefed on Grumman's involvement with the EF-111 and Pave Mover programs.*

Huebner joins Aerospace as senior vice president

Dan Huebner will join Grumman Aerospace as senior vice president for Marketing and Advanced Technology Development, reporting to President George Skurla.

Huebner has been associated with General Electric Company for the past 20 years, serving most recently as corporate development executive. In that capacity he was involved with the development of new business opportunities, strategic planning, and marketing for General Electric.

Says Skurla, "Dan Huebner's extensive corporate experience, especially in conceiving and implementing new projects, will help broaden our business position as we move through the eighties. He brings to Grumman Aerospace a solid technical background as well as a proven track record in business development and strategic planning in both domestic and worldwide markets.

"In addition to bringing new strength to our business relationships with the Department of Defense and NASA, we believe Dan will help us expand our commercial activities and develop advanced technologies."

Huebner succeeds Mike Pelehach, who was recently elected president of Grumman International.

Extensive background

Huebner holds a bachelor of science degree in aeronautical engineering from the University of Minnesota; and a master of science degree in aeronautics as well as an advanced degree in aeronautical engineering from the California Institute of Technology. He was a captain assigned to the ballistic missile program while serving in the United States Air Force.

Maiewsky, Guarino cash in on their ideas

Leadmen Bob Maiewsky and Pino Guarino became the first big money winners chosen by Project Sterling in 1981.

Grumman kicked off the new year by awarding $10,270 to over 50 Grummanites for their ideas on how to save time and money on the job. These winning ideas are expected to total over $242,000 in associated savings for the company.

Maiewsky, a leadman in Plant 3 Engraving, pocketed $2,190 in cash for his suggestion. His idea trimmed manufacturing time on cockpit instrument panels and lights. "It took a lot of testing and a re-vamping of the manufacturing procedures," says Maiewsky, who's been working at Grumman over 27 years. "The two years that it took to prove out my idea was worth it."

"The new procedure really helps improve our productivity rate," he says. "We're able to do more things now — in less time."

His award money is stashed away in the bank waiting for a rainy day.

Pino Guarino is also saving a portion of his $1,950 award. "The rest of it went for car repairs and filling up the heating fuel tank," says Guarino, a leadman in Plant 2's Router and Shear Department.

Guarino suggested that burring (roughing up) of laminated shims — thin pieces of metal used as levelers or fillers between some metal parts on aircraft — be eliminated. He checked out his idea with Quality Control and the people who used laminated shims on the job. "Our department used to burr about 1,000 shims a week," says Guarino, a 40-year Grummanite. "By eliminating the burring process, we've saved about 40 manhours a week."

Other Grummanites also suggested a better way to do their jobs and in the process helped save both time and money. They are:

$660 — Dailey Lilly and Robert McFadden, Pl. 66.
$520 — Chris Schneph, Pl. 2.
$500 — Fancher Wakefield, Pl. 35.
$395 — Bart Verga, Pl. 2.
$280 — Gerard Murphy and Frank Psotto, Pl. 3.
$265 — Adolph Marinucci, Pl. 3.
$250 — William Cummings, Pl. 6.
$210 — Ann Manelski, Pl. 30; Henry Friedrich, Pl. 3.
$200 — Joseph Ciechanowski, Pl. 77.
$190 — John Stiers, Pl. 2; Peter Kaiser and Alphonse Legene, Pl. 2.
$175 — Clifford Blaise, Pl. 3.
$170 — Stanton Bessey, Pl. 77.
$130 — Rick Otterson and Andrew Campbell, Pl. 77.
$105 — William Fichter, Pl. 2.
$100 — Philip Prendergast and Matthew Stalls, Pl. 15; Anthony Pedicini Jr., Pl. 2; Anthony Boriotti, Pl. 25.

Thirty-four other Grummanites also received cash awards for their suggestions.

GRUMMAN plane news

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Big winners. *Bob Maiewsky (R) and Pino Guarino are the latest Project Sterling big money winners.*

obituaries

JOHN F. EWALD of Stockrooms, Pl. 4, died March 16 at the age of 56. He had been with the company since 1953 and resided at 224 Lou Ave., Kings Park.

GEORGE WILLIAM NEDWED of Subcontractor Surveillance, Pl. 30, died March 19 at the age of 62. He had been with the company since 1966 and resided at 14 Nesaquake Ave., Port Washington.

CLARK DeMILLE of Industrial Development NAVPR, Pl. 35, died March 21 at the age of 30. He had been with the company since 1973 and resided at 1654 Arkansas Dr., Valley Stream.

Personals

I wish to express sincere appreciation to co-workers and friends for their kindness during my recent illness. Bernice Waterman

We wish to express our sincere thanks and deep appreciation for the kind and thoughtful expressions of sympathy during the recent loss of my father. John F. Ryan and Family

The family of Anthony Giallanza wishes to express their deepest appreciation to all his friends and co-workers. The kindness, generosity and sympathy shown to us during our time of need will always be remembered with gratitude. Lucy, Laura and Anthony Giallanza

We wish to thank you one and all for your sympathy and kindness on the sudden loss of my husband, Stanley. Mary Gregory and Maryanne Choinski

The family of Bill Roth feels greatly comforted and strengthened by your overwhelmingly generous outpouring of kindness, sympathy and caring. It is especially consoling to know how many lives Bill touched in his own quiet way. Our deepest thanks and appreciation. Ann Roth

Opening new frontiers

The payload bay of the shuttle can haul 65,000 pounds of cargo into low-earth orbit.

But it will also carry the hopes of science, government, and industry for a better world through the exploitation of space.

"Grumman's expertise is in manned vehicles," says Fred Haise, vice president-Space Programs. "Tools, flight controls, displays, system integration . . . Grumman people are used to thinking of man in the machine. I believe these are the areas where we will make our most significant contributions."

The Grumman space fabrication module — the beam builder — will be an essential piece of equipment for very large structural fabrication operations. In an early flight experiment, the machine will be secured in the cargo bay of the shuttle. The cargo bay doors will open in low-earth orbit, and the beam machine will produce lengths of aluminum or composite beams. From these, large space structures can be assembled.

Another example is Grumman's design for a manned remote work station (MRWS) or open cherry picker. This will be a small work platform attached to the shuttle by a 60-foot long flexible arm. A crew member could maneuver the MRWS to a preferred position to service or repair a satellite.

"Beyond that, we look to closed cherry pickers, which could be free-flyers — not tethered to the shuttle," says Haise. "The shuttle can only go to 500 miles. If you have a satellite positioned at, say 1,000 miles, you could reach it with a free-flyer, operated by closed circuit television from within the shuttle. But that's still to come; plans for a teleoperated maneuvering system are still in the conceptual stage."

Workshop

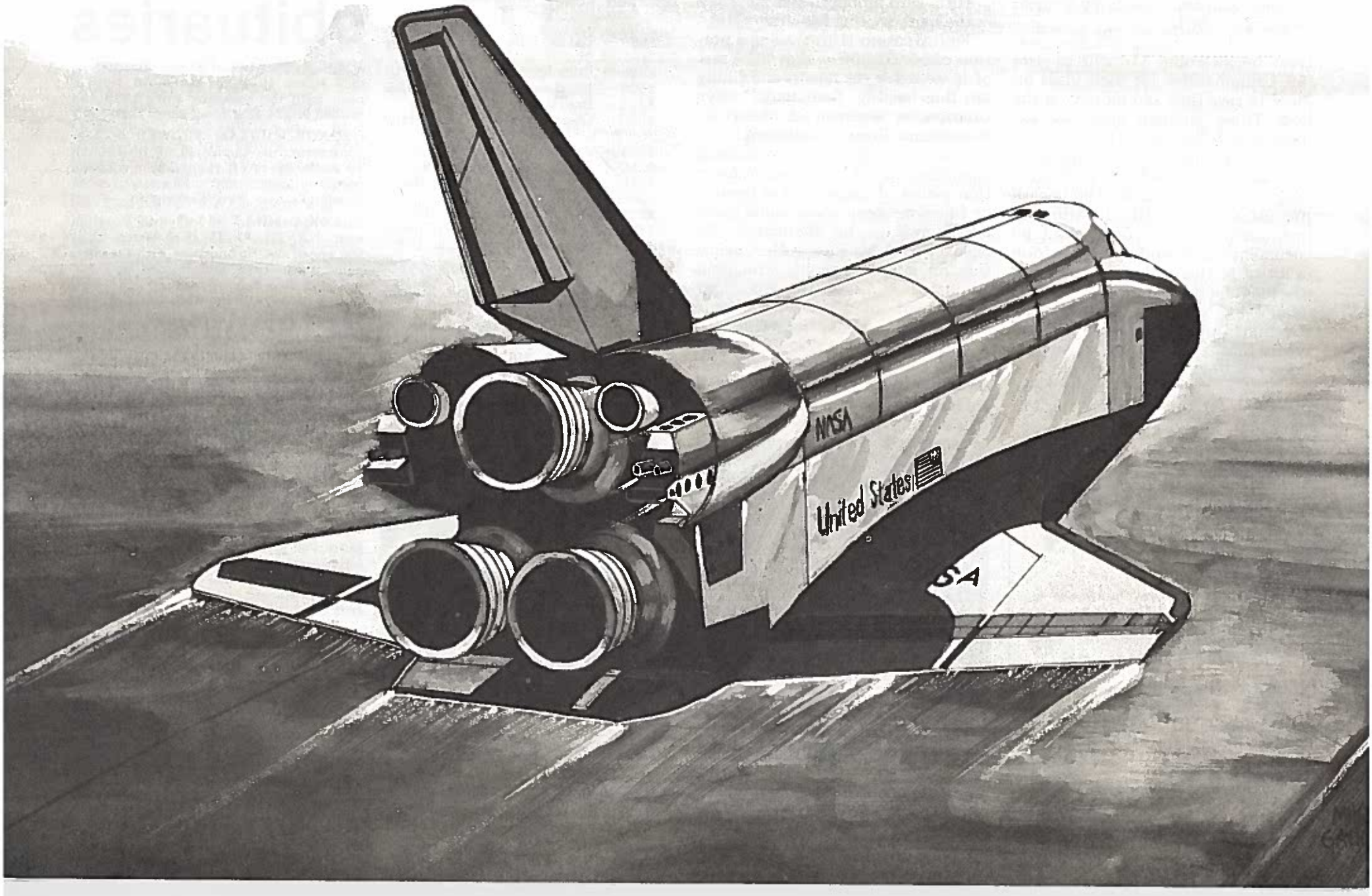
Haise believes that plans for a payload handling fixture will be realized sooner.

"The fixture would deploy out of the cargo bay; you could place payloads on it and work on them right there. Later on, it could be the start of a build-up place to do construction work," says Haise.

This project is related to a Grumman study at Johnson Space Center for satellite servicing equipment.

"And the same tools that will be used in satellite servicing will be germane to the next step," says Haise, "which will be large constructibles. These are satellites that because of size or weight cannot be constructed here and hauled up. They will be brought up in large pieces on successive shuttle flights, and assembled in space." This would be feasible, Haise believes, in the latter half of the 80s.

Grumman is also looking at space-based radar — a Department of Defense project — and large space antennas.



"One such antenna, about 150 feet in diameter, would be deployed umbrella-fashion from the cargo bay of the shuttle," Haise explains. "Further along, antennas 1,000 feet in diameter could be erected in space."

Commercial market

Such antennas could have applications in video, voice, and data communications, as well as surveillance.

"The potential for the shuttle is tremendous," says Haise. "What it will take now is a mature operation to gain the public's willingness to invest. There's a huge commercial market for the shuttle that will open up.

"The idea of manufacturing in the zero-gravity of space is especially attractive to many industries," says Haise. "Purer crystals, more perfect pharmaceutical products, and alloys of metals that could never be made on earth are all possible with the advent of the shuttle."

Workhorse

The shuttle is going to be a workhorse. NASA and the Department of Defense plan that it will make 40 or more flights per year; making the whole thing routine as it runs its errands in space.

Because of that image, Haise feels, "It is quite clear that from the point of view of the man in the street, the shuttle is not very glamorous.

"That's too bad, because the great technological leaps made by it are not appreciated, and the profound effects it will have are not yet anticipated.

"The shuttle is part of a system that allows us to think about permanence in space," says Haise. "We're taking the first step up the ladder."

Flying home on Grumman wings

The whole nation will be watching today, April 10, 1981, as the shuttle blasts off from Kennedy Space Center.

For Grummanites, not the takeoff, but the landing will be of special interest.

"When the shuttle comes back, it will fly home on Grumman wings," says Jerry Goldmacher, who heads up the shuttle wing program.

Specific mission

The wings are functional for only 32 minutes of the flight — from re-entry until landing — a distance of approximately 4,300 miles.

It takes about two years and 400 people to build a pair of wings. They are huge: 60 feet long, 30 feet wide, and six feet thick — big enough for the 200,000-pound heft of the shuttle.

"Getting them to Palmdale, California, where they're attached to the fuselage by Rockwell, is no easy task," Goldmacher points out. The wings are taken by a van to Oyster Bay harbor; from there they are barged to Staten Island. They are put on an ocean-going ship for the trip down the East coast to the Panama canal, then up to California.

Three sets

Grumman has built three shipsets of wings to date.

Wings for the *Enterprise* were delivered in May 1975; those for the structural test article were delivered in January 1977. Wings for *Columbia*, the shuttle scheduled for takeoff today, went out in August 1977.

The shipset for *Discovery*, the third orbital vehicle, is targeted for an April 1982 delivery. *Discovery* is to be the first military-owned shuttle. Designated for the Air Force, the production schedule for this pair of wings is a very demanding one.

"It presents some tough problems," Goldmacher explains."NASA put shuttle on a SWIP program . . . that stands for super weight improvement program. We were told to knock 800 pounds off the wings.

"We did a lot of things . . . redesigned the main landing gear door; used aluminum honeycomb instead of sheetmetal substructures; used composites in the main torque box; re-examined all the detail parts. We were able to save 875 pounds."

Rewards

"It's been a very exciting program to work on, and we're just now starting to see the rewards of that work," says Goldmacher.

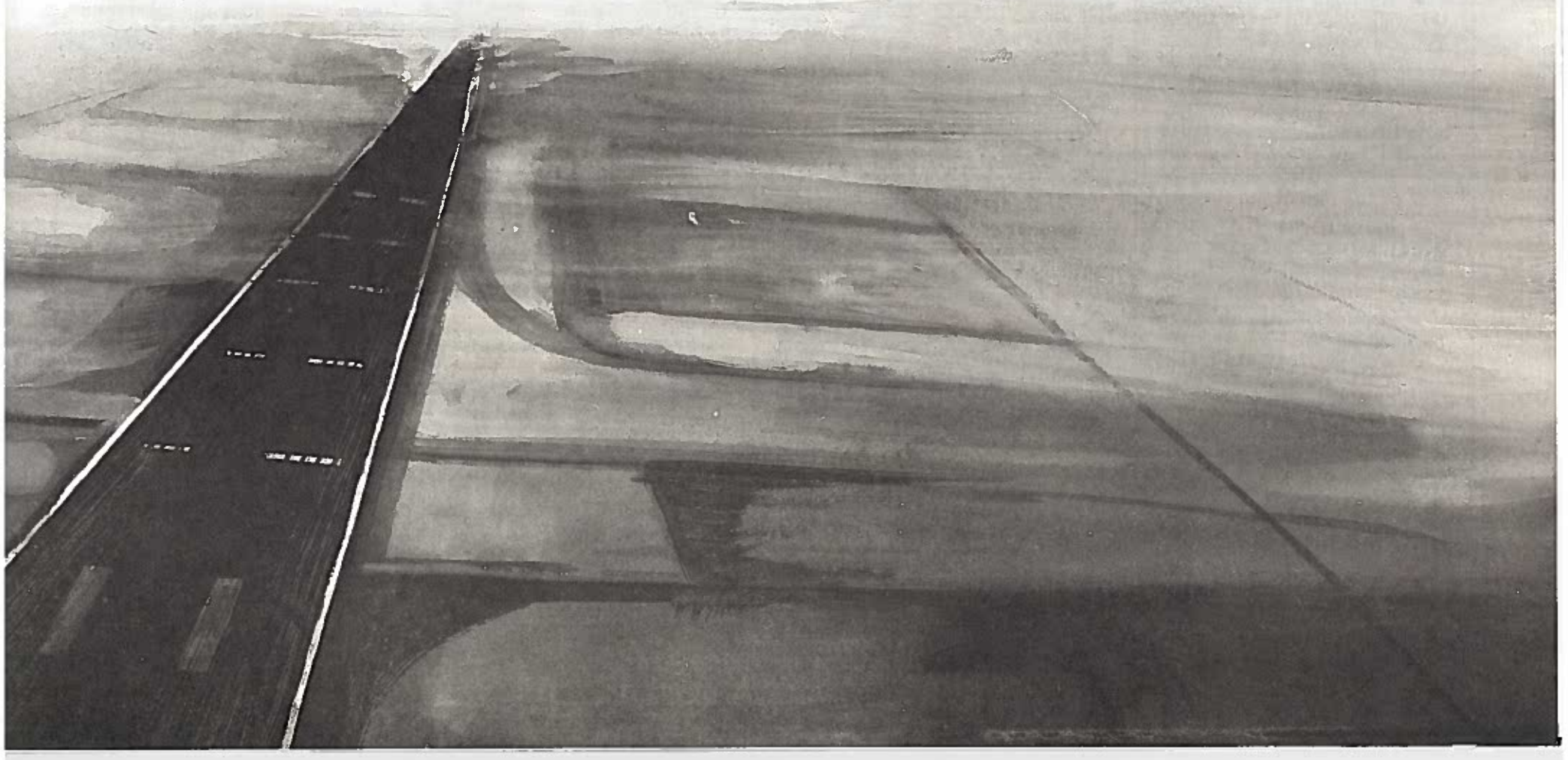
As exciting as the LM was?

"No . . . not for the nation, and probably not for Grumman," Goldmacher admits. "The LM was ours, and we're only doing a piece of the shuttle.

"But although it's not perceived as being as dramatic or romantic as LM, the shuttle has more potential for changing our lives, making them better," he adds.

"The shuttle is going to be the funnel through which we'll get into space."

(Cover and centerfold art by Mike Gavigan)



Get in shape now for Super Walk

To participate in the March of Dimes' "Super Walk '81," you don't have to follow Plennie Wingo's footsteps. Lauded as a great exponent of reverse pedestrianism, Wingo walked backwards from Santa Monica, California to Istanbul, Turkey, in the early thirties.

On Sunday, April 26, thousands of Americans will be helping to fight against birth defects by walking — forward — in March of Dimes' walkathons across the country.

On Long Island, two walkathons will be held that day: the Nassau walk at Eisenhower Park in East Meadow and the Suffolk event at Colonie Hill in Hauppague. Both "Super Walks" begin at 8 a.m. — rain or shine. The third Long Island walkathon takes place on May 3 on the East End at Southampton College at 9 a.m.

If you are thinking about joining fellow Grummanites in the annual March of Dimes' fundraiser, you will probably find the following helpful:

How long is the walkathon? The course is 25 km. or 15½ miles for non-metric fans.

How do I sign up? Go to your nearest Employee Services office and fill out an application form. In return, you'll receive an official sponsor sheet. Then start asking your relatives and friends to pledge money for each kilometer you walk.

What is the average donation per sponsor? The donation per kilometer can range from nickels to dimes to quarters to bills. Every bit helps. For instance, if you have 20 sponsors, each pledging 25 cents per kilometer, your participation will raise $125 for medical research and services to help the young. March of Dimes reports that one out of every 12 children is born with birth defects.

What happens on the day of the walkathon? Before 8 a.m. on April 26, you show up at either Eisenhower Park or Colonie Hill with your sponsor sheet. After checking in at the walker validation table you can begin walking the 25 km. course. Maps will be provided the day of the event and in the next issue of *Plane News*. About every three miles there is a checkpoint station where you must have your sponsor sheet validated. Also available at these checkpoints are free snacks, portable restrooms, water, portable telephones, and people to help with special problems such as lost sponsor sheets.

What happens if I can't complete the 25-km. walk? At the checkpoints, there are poop-out stations. Transportation to the finish line is provided for those who are too tired to complete the trek.

The "Super Walk" is two weeks away. What do I have to do to get in shape for this event? It is recommended that you start walking about a mile a day to get in shape. (See the foot tips on this page.) Remember: walkers burn up about 100 calories per mile.

Do I have to walk? Can't I use my disco roller skates? No one is allowed to use roller skates, bicycles, or mopeds. The only mode of transportation allowed is a wheelchair.

The next department in my plant always challenges my department to a softball game every summer. Can we challenge them in "Super Walk"? Sure. Just shake hands on how the winner will be determined. For example, who gets the most sponsors, who raises the most money, who has the most participants . . . or a combination of these.

Happy feet

These foot tips are offered by Dr. Neal Houslanger of the Nassau County Podiatry Society.

- The night before and after the walk soak up to the ankles in warm water and Epsom salts (2 tablespoons per pint) for 20 minutes.
- Apply Tincture of Benzoin to any pressure areas, such as: the balls of your feet, the top of the little toes and the side of the big toe joint. Then,
- Rub in a hand cream to both feet but *not between your toes* (Keri lotion, Vaseline, intensive care lotion, etc.) Then,
- Powder all areas including between the toes.
- Wear two pairs of white cotton socks and a comfortable pair of shoes, preferably a laced oxford with a crepe sole. (Don't wear high heels, platforms, earth shoes or clogs.)
- If you think you may have something wrong with your feet, make an appointment with a podiatrist before the walk.
- Remember to have a good breakfast.

Spoilers take flight. *The first production composite spoiler for Boeing's 757s was completed last month in Milledgeville, Georgia. On hand for the completion were: (L to R) Boeing's Jim Wood and Rudy Muzio; Grumman's Bill Brown, Patsy Hayes, Jeff Mears and Al Dobler; Frank Pagano, Frank Thomason and Roger Murdock of Boeing; Grumman's Mike Salvador and Boeing's Dick Davisson. There are a dozen of these spoilers in each shipset. The first shipset will be delivered to Boeing in Seattle on May 28. Grumman is under firm contract with Boeing for 200 shipsets.*

Golf varsity trials tee off on May 11

It may only be the Blue course at Bethpage State Park, but in your mind's eye you see the gallery applauding as you stride up to the 18th green at St. Andrew's in the last round of the British Open . . . .

Many golfers think that way. Lots of them love to compete.

If you are a golfer with a handicap of 10 or less, here's your chance to compete against some of the best golfers on Long Island. The Grumman varsity golf squad will be holding tryouts next month for this year's team.

To qualify for the tryouts, you must have an official handicap from a 1980 Grumman golf league or a country club.

Tryouts begin on May 11. The first cuts will be made after the second round on May 13.

Those eight golfers with the lowest scores after the third round, to be held on May 18, will make up the team.

To register for the tryouts, fill out the form and send it to Mike Cherry, A01-28A. He must receive all entries by April 22.

Golf varsity trials

Name ..... Perm. No. .....

Mail Station ..... Ext. .....

Club or League | Course | Handicap

.....

.....

.....

Mail to A01-28A by April 22

Come join the ranks; Recreation sports lots of clubs

Your Grumman Recreation drive membership dollar goes a long, long way. It provides you with opportunities to show off your hobbies or enjoy a sport or pastime with the people you work with. Your membership fee goes to support all these great clubs (the club contacts are also listed):

Aikido
Bob Bauman, Ext. 3013

Amateur Radio
Dick Townes, Ext. 2889

Bridge
Warren Lipman, Ext. 2506

Camera (Calv.)
Elmer Bigham, Ext. 117-6837

Chess
Ken Marley, Ext. 4901

China-Burma Vets
Walter Pytlowany, Ext. 8616

Coin (Beth.)
Ken Hale, Ext. 3717

Coin (Calv.)
Wally Kondratowicz, Ext. 117-6680

Computer
Irvin Tish, Ext. 5471

Bicycle
Tom Beckman, Ext. 8994

Dance
George Cupolo, Ext. 4155

Disabled American Vets
Tom Melia, Ext. 4750

Equestrian
Ruth Geiger, Ext. 7373

Family Campers
Jack Esposito, Ext. 5851

Fencing
Jack Hayne, Ext. 5556

Folk Dancing (Calv.)
Jim Hamelman, Ext. 117-6836

French Club
Maria Mirpuri, Ext. 3556

GACE Flying Club
Bob Massaro, Ext. 6724

Garden Forum
Peggy Hilbert, Ext. 5025

Horticultural Society
Roy Goddard, Ext. 113-7914

Klown Klub
Mel Hennen, Ext. 113-7817

Ice Hockey
Theo Monahos, Ext. 76[illegible]

Martial Arts
Tony Ortiz, Ext. 4764

Motorcyclists
Bob Coutieri, Ext. 4828
Joe Bertolino, Ext. 117-6619

Karate
Tony Ortiz, Ext. 4764

C.B. Radio
Harvis Keahey, Ext. 2614

Model Aviation
George Myers, Ext. 6781

Model Railroad
Ray Muntz, Ext. 115-6219

Retiree
Ellen Drasser, Ext. 2133

Rod & Gun
Gordon Woodruff, Ext. 115-8496

Roller Skating
Ed Barsallona, Ext. 8322

Scuba Divers
Barry Gilbert, Ext. 5930

Ski
Art Garmendia, Ext. 8910

Stamp
Steve Hoops, Ext. 8586

Tap Dancing
Pat Tropea, Ext. 8091

Tennis
Bob Benoit, Ext. 5180

Table Tennis
Frank Malone, Ext. 115-6342

Theater Guild
Roscoe Mack, Ext. 4657

Toastmasters
Charles Peterson, Ext. 4930

Volleyball
Richard Sailor, Ext. 2797

Model Aviation (Calv.)
John Sullivan, Ext. 5115

In addition, there are various lunchtime and after-hours activities, as well as annual art, garden, hobby and photo shows which you can enter.

Become a Grumman Recreation member. Put your fun into drive and steer yourself to the person selling membership tickets in your department. The drive ends on April 30.

Tennis classic

Name: ..... M/S ..... EXT .....

SINGLES (Check One)
☐ Men A Bethpage ☐ Women Bethpage
☐ Men B Bethpage ☐ Women Calverton
☐ Men Calverton

DOUBLES (Check One)
☐ Men A Bethpage ☐ Women Bethpage
☐ Men B Bethpage ☐ Women Calverton
☐ Men Calverton

Partner ..... M/S ..... Ext .....

MIXED DOUBLES (Check One)
☐ Bethpage ☐ Calverton

Partner ..... M/S ..... Ext .....

Return to Recreation A01-28A By April 22nd

Players, warm up for tennis classic

Think you've got a great tennis serve? A better-than-average backhand? A blistering forehand? Now you can find out how good you really are, because it's time to sign up for Grumman Recreation's annual tennis tournament.

Men's and women's singles tourneys begin on May 25 in both Bethpage and Calverton. Doubles start in both locations on June 15; mixed doubles on July 6. (Men's singles and doubles tournaments will be split into "A" and "B" divisions.)

Fill out the form on this page to enter the tournament; you can only enter once in each of the three competitions. Only Grummanites may enter, except in mixed doubles, where a Grummanite may team up with a family member.

Forms must be returned to Recreation by April 22. Call Mike Cherry, the tournament director, Ext. 2133, for more information.

Varsity bowlers miss mark, finish second

The 40th annual Long Island Men's Industrial Bowling Tournament is over, and Grumman was not successful in dethroning the defending champs from Pan Am. Grumman had to settle for second place.

After the second night of play, it looked like 1981 was going to be a terrific year for Grumman keglers. They slipped into first place; 17 pins separated them from Pan Am. But the defending champs moved back into first by 96 pins in the next round and really opened it up in the fourth and final night of play. Pan Am finished 206 pins ahead of the trailing Grumman team.

Gene Ambrose led his Pan Am teammates — and the rest of the 110 bowlers — by knocking down the most pins, 2,493. Grumman team captain Ed Gabriel finished third in individual total pinfall competition with 2,418. Grummanite Judge Locke was fourth top bowler with 2,372 pins; Lenny Trifaro and Jim Micco ended up 13th and 14th, respectively. Ben Plawski finished in 22nd place.

In the incentive division, Newday won by rolling 671 pins above its team average.

scorecard

West to East

As the number of links between the United States and the Peoples' Republic of China increases, the number of people travelling between the two countries will increase, too. You might have even given it some thought yourself.

Would you like to learn more about travel to China? The Recreation Department has scheduled a two hour seminar on the subject. The guest speaker will be Eva Harris of General Tours in New York City. There will also be a representative from Japan Airlines. The seminar is slated for April 14, at 5:30 p.m.

The seminar is sponsored by Brightwaters Travel, Inc. and there is no obligation on those who attend.

If you want to attend, please call the Recreation Department, Ext. 2133, to register.

Mexico way

"South of the border, down Mexico way," is where the Recreation Department will take you if you sign up for their Mexico City-Acapulco trip, scheduled for November 21 through 28.

You'll spend three nights at the Fiesta Palace hotel in Mexico City and four at the Hyatt Regency in Acapulco. While in Mexico, you will visit the Museum of Anthropology, tour Mexico City, University City, Cuernavaca and Taxco. On Sunday, November 22, you will be entertained by the Folkloric Ballet.

Sightseeing and meal plan options are also available.

The basic package price is $639 per person, double occupancy; $160 additional per person, single occupancy; $20 less per person for triple occupancy.

If Miami is closer to home, you can leave from there. Then, the basic package price is $545 per person, double occupancy. (Gratuities to the tour guides and drivers in Mexico and the Mexico departure tax are not included in the price.)

A sign-up meeting will be held on Tuesday, May 19, at 5:30 p.m., in the Recreation Building, Plant 28A. Call, Ext. 111-2133, for more information. A $100 per person deposit is required.

Weekend away

If you are looking for a spring mini-vacation, how about Cape Cod? Grumman Recreation is sponsoring a bus trip to this Massachusetts vacation spot May 14-17.

The cost is based upon room occupancy: $223 per person for single occupancy, $198 for double, and $188 for triple.

Included in this vacation package are: bus transportation, accommodations at the Brentwood Motor Inn, four dinners, boat ride to Nantucket, sightseeing tours of Cape Cod and Plymouth, Mass., admission to Mayflower II and the Wax Museum, all taxes and gratuities.

All Grummanites, retirees, and their friends are eligible to sign up for this trip. Call Ellen Drasser of Recreation, Ext. 2133 or (516) 575-2269, for further information.

Personnel notes

Uncovered

In recent years, advances in technology and medical knowledge have enabled the medical profession to explore new methods of treatment for many diseases. Some doctors and hospitals, particularly those associated with a university, can offer patients sophisticated methods of treatment, including some experimental methods.

You should be aware that your Travelers' group health insurance covers only accepted medical treatment for a particular diagnosis. Under this provision, for example, the use of laetrile as treatment for cancer would not be covered whereas radiation or chemotherapy would be.

Should you have any questions about coverage of a particular treatment prescribed for you, contact the Insurance Department, Ext. 3146/6292.

Updated?

When you began to work at Grumman, you named a beneficiary for your group life insurance. Since that time, many changes may have occurred in your life.

Have you gotten married? Has a child been born in your family? Has a spouse, parent or child died? Has a previously named beneficiary died? Have you had a divorce or separation?

If any of these things have happened to you, the Insurance Department suggests that you check your life insurance beneficiary designation to make sure it is current.

Your beneficiary designation card is on file with the Insurance Department in Plant 28. If you need to know who you named as beneficiary, you will have to visit the Insurance Department since this confidential information cannot be given out over the phone.

You can change your beneficiary by completing a Change of Beneficiary Card and forwarding it to the Insurance Department (Mail Stop: A10-28). These cards are available at your local ES office or the Insurance Department.

Open enrollment

April is the open enrollment period to participate in the "Grumman Personal Accident Insurance Plan" or to increase the amount of your insurance. This accidental death insurance program is offered to all active employees for themselves, their spouses and dependent children.

The plan is completely voluntary and the weekly premium is 12 cents for each $10,000 of insurance purchased for yourself and 17 cents for each $10,000 to cover both yourself and your eligible family members. You may purchase up to $250,000 of coverage for yourself.

Enrollment forms and booklets may be obtained from Insurance Department, Plant 28 or your Employee Services office. If you have any questions regarding benefits or enrollment, please contact the Plan Administrator, Frank B. Hall Consulting Company, by calling toll-free 800-942-1905 (within New York State) or 800-431-2052 (outside New York State). The next open enrollment period will be October, 1981.

GRUMMAN plane news

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